

EXHIBIT A

CONTINENT GRAIN CHARTERPARTY**Code name: "SYNACOMEX 2000"**

Adopted PARIS 1957 by SYNDICAT NATIONAL DU COMMERCE EXTÉRIEUR DES CÉRÉALES
 amended 1960, 1974, 1980 and 2000 in agreement with COMITÉ CENTRAL DES ARMATEURS DE FRANCE
 in cooperation with Chambre Arbitrale Maritime de Paris and the French Chartering and S. & P. Brokers' Association

PART I

1. Shipbroker(s) ABACUS SHIPPING LTD 9 RITZ PARADE WESTERN AVENUE LONDON W15 8RA	2. Place and date of Charter Party LONDON 08th AUGUST 2007
3. Owners and place of business (state full style and address) (CL.1) ANGLOMARINE SHIPPING LTD, 10 MANSELL STREET, E1 8AA, LONDON, UNITED KINGDOM	4. Charterers and place of business (state full style and address) (CL.1) CONTI AGRO NIGERIA LIMITED
5. Vessel's name (CL.1) HONG PROSPERITY	6. First layday date (CL.6) 13 AUGUST 2007
Reg / built / class: ST VINCENT & THE GRENADINES/1981/ AMERICAN BUREAU OF SHIPPING	Cancelling date (CL.6) 20 AUGUST 2007
NT / GT: 7,829.00 / 13,328.00	7. Present position / expected ready to load (CL.1)
summer DWT: 19,409.00	8. Advance notices (CL.7)
8. Loading port(s) (CL.2) 1 GSP 185B KADLA	- at load port to:
a) Always afloat (*) b) "safety aground" (*)	- of discharging port: number of days / to:
10. Discharging port(s) (CL.3) 185B EACH 2 GSPS LAGOS, PORT HARCOURT. PORT HARCOURT TO BE THE LATTER ONE	12. Freight rate (CL.5) USD 98.00 PER MT MT FIOB BBS 1/2 - ALWAYS FREE DIA AT ALL DISCHARGING PORTS.
a) Always afloat (*) b) "safety aground" (*)	14. Loading rate (CL.5) 2,500 MT PER WWD SHEN SATURDAY 12:00 CLAUSE TO APPLY EU
11. Cargo nature and quantities (CL.2) 18,500 MT MIN/18,000 MAX IN OWNERS OPTION BAGGED RICE PACK ED IN 60 KILG BAGS ONE GRADE STOWING ON BOARD MAXIMUM 51. ALWAYS PADDY RICE IS NOT ALLOWED TO BE LOADED	15. Discharging rate (CL.5) 1,000 MT PER WWD SHEN SATURDAY 12:00 CLAUSE TO APPLY
a) No bags (*) b) Maximum in bags for stowage (*) 51	16. Demurrage / Despatch money (CL.8) USD 9,000 PER DAY PRO RATA HOURS AT BENDS
13. Freight rate payment (state currency and method of payment, bank/cheque and bank account) (CL.4) 100% PCT FREIGHT PAYABLE LESS COMMISSIONS WITHIN 3 BANKING NO DAYS FROM SIGNING-RELEASING BILLS OF LADING MARKED FIOB PAYABLE AS PER CHARTER PARTY DATED 9 AUGUST 2007 DIRECT TO DISPATCH OWNERS BANK ACCOUNT. DEMURRAGE IF ANY OR LESS DESPATCH AGREED IF ANY PAYABLE 20 DAYS AFTER OF COMPLETION OF DISCHARGING AND PRESENTATION OF ALL RELEVANT DOCUMENTS	18. Agents at discharging port(s) (CL.13)
17. Agents at loading port(s) (CL.12)	20. Brokerage commission and to whom payable (CL.15) 1.25% ABACUS SHIPPING LTD
19. Extra insurance, maximum (CL.14) FREE - FOR CHARTERERS ACCOUNT	a) Deductible (*) b) Non-deductible (*)
21. Address Commission (CL.16) 2.5%	22. Number of the additional clauses covering special provisions, if any, agreed ADDITIONAL CLAUSES FROM CLAUSE 30 TO CLAUSE 33 ARE DEEMED TO BE INCORPORATED INTO THIS CHARTER PARTY
It is mutually agreed that this Charter Party shall be performed subject to the conditions contained herein consisting of PART I and PART II including additional clauses if any agreed and listed in Box 22. In the event of a conflict of conditions, the provisions of PART I shall prevail over those of PART II to the extent of such conflict but no further.	
For the Owners	For the Charterers

(*) Delete as appropriate; if no deletion, delete a) to apply.
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PART II
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1. Owners, Charterers	1	cargo and/or weighing. Charterers and Owners are allowed	68
It is the day agreed between the party designated in Box 3.	2	to work overtime, such expenses shall be for account of	69
Owners of the Vessel named and described in Box 5, being	3	the party ordering same, if ordered by Port Authorities,	70
now in position and expected ready to load as mentioned in	4	overtime shall be for Charterers' account. Overtime services	71
Box 7, and the party designated in Box 4 as Charterers, THAT	5	rendered by ship's crew shall be in all cases for Owners'	72
	6	account.	73
2. Loading Port(s) and Cargo	6		
The said Vessel being tight, staunch and in every way fit for	7	6. Laydays, Cancellation	74
the voyage, shall with all convenient speed proceed to the	8	At port of loading laytime shall not count before 08.00 hours	75
place designated in Box 8. In safe berth / safe anchorage. Master	9	on the layday date stated in Box 9 and in any case not	76
(which in case of named port(s))		before the date notified by the 40 days notice as per Clause 7.	77
Owners acknowledge as safe and suitable for this Vessel	10	Should the Vessel's notice of readiness not be validly	78
and there load always afloat, unless safety agreement has	11	tendered as per Clause 8 before 09.00 hours on the	79
been specifically agreed in Box 8, in such safe berth, dock,	12	cancellation date stated in Box 9, Charterers shall have the	80
wharf or anchorage as Charterers or their Agents or	13	option of cancelling this charter at any time thereafter, but	81
Shippers may direct a full and complete cargo of wheat	14	not later than one hour after the notice is validly tendered.	82
under mate and/or the under-bill as described in Box	15		
11, in mate and/or the under-bill as described in Box	16	7. Vessel's Positions, Notices	83
11, in mate and/or the under-bill as described in Box	17	Master and/or Owners shall give 10 days and thereafter 5	84
Shippers have the option of using a second mate and/or	18	days notice of Vessel's expected readiness to load to the	85
the two for shipping between the two berths when count as	19	party designated in Box 9.	86
laytime but shilling expenses shall be for Vessel's account.	20	Master and/or Owners shall give notice of Vessel's	87
Owners shall provide and install at their risk and expense	21	Expected Time of Arrival (ETA) at discharging port as	88
and on their time all that is required for safe stowage of	22	specified in Box 9 (in the advised).	89
grain according to local and international regulations	23	Master and/or Owners shall give the relevant parties prompt	90
This cargo shall not exceed what the Vessel can reasonably	24	advice of any substantial change in Vessel's ETA at loading	91
slow and carry over and above her bunkers, apparel, at	25	and at discharging ports.	92
provisions and accommodation. The whole cargo shall be	26		
carried and stowed under deck in unobstructed main holds.	27	8. Laytime	93
All cargo on board to be delivered.	28	Vessel's written notice of readiness to load and/or discharge	94
Furthermore, if stowage bags have been specifically agreed,	29	shall be tendered by hand or by any means of tele-	95
the following shall apply	30	communication at the offices of Shippers/Charterers/	96
Charterers shall supply for stowage purposes a quantity of	31	Receivers or their Agents between 08.00 and 17.00 hours	97
bagged cargo not exceeding the quantity specified in Box	32	on all days except Saturdays, Sundays and Holidays and	98
12, which shall be stowed at their risk and expense. The	33	between 08.00 hours and 12.00 hours on Saturdays unless	99
number of bags signed for on Bill of Lading to be binding	34	a holiday. Such notice of readiness shall be delivered when	100
on Vessel and Owners, unless error or fraud be proved.	35	Vessel is in the loading or discharging berth and in all	101
	36	respects ready to load/discharge. At both ends if the berth is	102
3. Discharging Port(s)	37	not covered/unreachable Master has the right to tender N.O.R. from	
Being so loaded, the Vessel shall proceed with all convenient	38	the anchorage even by cable telefax shall end time to count	
speed direct to the place designated in Box 10, which in	39	whether in berth or not, whether in port or not, whether free	
case of named port(s) Owners acknowledge as safe and	40	pratique or not whether customs cleared or not. At loading port	
suitable for this Vessel, and there discharge the cargo	41	Shippers	
always afloat, unless safety agreement has been specifically	42	Charterers or their Agents have the privilege to inspect	103
agreed in Box 10, in such safe berth, dock, wharf or	43	Vessel's hold if it requested by Charterers a survey may be	104
anchorage as Charterers or their Agents or Receivers may	44	carried out in their time and risk to establish vessel's holds and	
direct. Receivers have the option of using a second mate	45	and all covers satisfactorily to load bagged rice and owners to have	
both. The time for shilling between the two berths when	46	the cargo to be represented during such survey by their port	
count as laytime but shilling expenses shall be for Vessel's	47	Surveyor and reject the notice which holds or not	
account	48	upon dry, dunnage and in all respects ready to receive	105
	49	the cargo.	106
4. Freight	50	In case of dispute an independent surveyor shall decide	107
The freight agreed under this Charter Party shall be as	51	about Vessel's readiness to load, the party in the wrong	108
stated in Box 12, per metric ton on nett Bill of Lading weight	52	bearing the costs. In case of disagreement between the two	109
and shall be deemed earned as cargo is loaded on board,	53	surveyors then an independent surveyor (initially agreed	
prepaid disbursements and non-refundable, Vessel and/or	54	between Charterers' and the owners port surveyor) to be appointed	
cargo lost or not lost.	55	whose findings to be binding for both parties. In case of any	
The freight shall be paid as specified in clause 47 Box 12.	56	deficiency, then same to be promptly made good by the Owners	
All charges and time levied on the cargo shall be for	57	and any time lost from the time of rejection till the time of	
Charterers' account and there is no time on the Vessel	58	acceptance not to count as laytime if the rejection of notice of	
however assessed shall be for Owners' account.	59	readiness to	
	60	undisputed or confirmed by surveyor the laytime will only	110
5. Loading and Discharging	61	start to count after the Vessel has validly tendered again	111
Cargo shall be loaded, stow, trimmed and/or stowed at the	62	when ready.	112
risk and expense of Shippers/Charterers at the average	63	Only when the loading and/or discharging berth is	113
rate stated in Box 13. See also Clause 14 weather permitting.	64	unavailable, Master may warrant that the Vessel is in all	114
Cargo shall be discharged at the risk and expense of	65	respects ready and may tender notice of readiness to load	115
Receivers/Charterers at the average rate stated in Box 13,	66	and/or discharge from any usual working place, whether in	116
weather permitting.	67	port or not, whether in free pratique or not, whether customs	117
Stowage shall be under Master's direction and re-		cleared or not.	118
sponsibility. Shippers' and/or Charterers' representatives		Laytime shall commence at 14.00 hours if notice of	119
have the right to be on board the Vessel during loading,		readiness to load and/or discharge is validly tendered at or	120
discharging or lightering for the purpose of inspecting the		before 12.00 hours and at 06.00 hours on the next working	121
		day if notice of readiness is validly tendered after 12.00	122
		hours. Time used before commencement of laytime shall	123

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not count. Laytime shall not count in between 12.00 hours on Saturdays or 17.00 hours on days preceding a Holiday and 08.00 hours on the following working day, unless used in which case laytime actually used shall count.	124	All loading and unloading shall be assigned to the Agent's facilities at Box 22, and clause 52.	188
Any delays caused by ice, bad weather, or by causes of force majeure, shall not count as laytime unless the Vessel is already on demurrage. Once on demurrage always on demurrage but charter party exceptions always to apply to gear breakdown and for officers strike failure to pay any demurrage shall account for Owners' account etc.	125	At discharging port, Vessel shall be assigned to the Agent's facilities at Box 15, and clause 52.	189
When Master has rendered notice of readiness to load or discharge from a waiting place and Vessel is subsequently found unready in application of the above provisions, laytime or time on demurrage shall not count from the time the Vessel is rejected until the time she is accepted. Additionally, any actual time lost on account of Vessels obtaining free pratique or customs clearance shall not count as laytime or time on demurrage.	126	14. Extra Insurance	190
At second or subsequent port(s) of loading or discharging, laytime or time on demurrage shall resume counting from Vessels arrival at loading or discharging berth, if available, or from Vessels arrival at a usual waiting place, if berth is unavailable.	127	Extra insurance on cargo due to Vessels age and/or flag and/or class shall be for Owners' account but limited to the amount specified in Box 19. Such extra insurance shall be covered by Charterers for Owners' account and shall be deducted from settlement of freight.	191
At all ports any time lost shifting from waiting place to berth shall not count as laytime or time on demurrage.	128	15. Brokerage	196
9. Demurrage, Despatch Money	131	A brokerage commission as stated in Box 20 on the gross amount of freight, deadfreight and demurrage earned, is due to the party(ies) designated in Box 20 and is deductible from same unless "non-deductible" has been specifically agreed.	197
Demurrage is payable by Charterers at the rate stated in Box 13 per day of 24 consecutive hours or pro-rata.	132	16. Address Commission	202
Owners shall pay to Charterers despatch money for laytime saved in loading/discharging at the rate stated in Box 15 per day of 24 consecutive hours or pro-rata.	133	An address commission as stated in Box 21 on the gross amount of freight, deadfreight and demurrage earned is due to Charterers and is deductible from freight, deadfreight and demurrage.	203
10. Seaworthy Trim	134	17. ISM Clause	206
If ordered to be loaded or discharged at more than one berth and/or port, the Vessel is to be in seaworthy trim to Master's reasonable satisfaction for the passage between berths and/or ports at Shippers/Charterers/Receivers expense, and time used for placing Vessel in seaworthy trim shall count as laytime or time on demurrage.	135	From the date of coming into force of the International Safety Management (ISM) Code in relation to the Vessel and thereafter during the currency of this Charter Party, the Owners shall procure that both the Vessel and "the Company" (as defined by the ISM Code) shall comply with the requirements of the ISM Code. Upon request the Owners shall provide a copy of the relevant Document of Compliance (DOC) and Safety Management Certificate (SMC) to the Charterers.	207
11. Fumigation	136	Except as otherwise provided in this Charter Party, loss, damage, expense or delay caused by failure on the part of the Owners or "the Company" to comply with the ISM Code shall be for the Owners' account.	208
Charterers have the right to fumigate the cargo on board at loading and discharging ports by means of fumigant, at their risk and expense. Charterers shall be responsible for ensuring that fumigation is done in accordance with all relevant laws and regulations and that the fumigation is carried out in a safe manner. Charterers shall be responsible for the cost of fumigation and for the loss of time or delay caused by fumigation and time lost thereby shall count as laytime or time on demurrage. When fumigation has been effected at loading or discharging port, it has been notified by proper survey or by a competent authority, Bills of Lading shall not be issued by Master for reason of insects having been detected in the cargo prior to such fumigation.	137	18. Bills of Lading	221
12. Lights and Gear	138	The Master is to sign Bills of Lading as presented without prejudice to the terms, conditions and exceptions of this Charter Party. If the Master delegates the signing of Bills of Lading to his Agents, he shall give them authority in writing, copy of which is to be furnished to Charterers. When Bills of Lading marked "Freight prepaid" are required, same shall be received by Owners immediately upon receipt of bills from Charterers. Bills containing such freight payable has been in conformity with the bill.	222
Whenever required, Vessel shall supply free use of lights as on board but sufficient to carry on night work.	139	19. Reist	231
Provided described as geared, Vessel, whenever required, shall supply free use of all cargo handling gear on board, in good working order, with the necessary power, and of ladders, ropes and slings as on board. Shore hands shall be used to drive the gear, at Shippers/Charterers/Receivers' account. Any time actually lost on account of breakdown of Vessel's gear shall not count as laytime or time on demurrage and any shavers stand-by time charges incurred thereby shall be for Owners' account. The gear's breakdown then laytime not to count but always on protest basis.	140	20. Deviation	234
13. Agencies	141	Deviation in saving or attempting to save life or property at sea or for bunkering purposes or any other reasonable deviation shall not be deemed an infringement of this Charter Party and the Owners shall not be liable for any loss or damage resulting therefrom.	235
	142	21. Lien Clause	240
	143	The Owners shall have a lien on the cargo for freight, deadfreight, demurrage, and average contribution due to them under this Charter Party.	241
	144	22. Responsibilities and Immunities	244
	145	Except as otherwise provided and stipulated in this Charter Party, it is hereby expressly agreed that this Charter Party	245

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shall have effect subject to the provisions of the Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924, as enacted in the country of shipment. These rules shall apply to any Bill of Lading issued under this Charter Party.	247	destination, except that if the distance of the substituted port exceeds 100 nautical miles, the freight on the cargo delivered at the substituted port to be increased in proportion.	314
When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.	248		315
In trades where the International Brussels Convention 1924 is amended by the Protocol signed at Brussels on February 23rd, 1964 - The Hague - Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply.	249		316
The Owners shall in no case be responsible for loss of or damage to cargo howsoever arising prior to loading into and after discharge from the Vessel.	250		317
Save to the extent otherwise in this Charter Party expressly provided, neither party shall be responsible for any loss of, damage or delay or failure in performance hereunder, resulting from Act of God, war, civil commotion, quarantine, strikes, lockouts, strikes or restraint of princes, rulers and peoples or any other event whatsoever which cannot be avoided or guarded against.	251		318
23. Amended General Ice Clause	252	24. Amended Centrocon Strike Clause	319
Port of Loading	253	If the cargo cannot be loaded by reason of Riots, Civil Commotions or of a Strike or Lockout of any class of workmen essential to the loading of the cargo, or by reason of obstructions or stoppages beyond the control of the Charterers caused by Riots, Civil Commotions or a Strike or Lock-out on the Railways, or in the Docks, or other loading places, or if the cargo cannot be recharged by reason of Riots, Civil Commotions or of a Strike or Lockout of any class of workmen essential to the discharge, the time for loading or discharging, as the case may be, shall not count during the continuance of such causes, provided that a Strike or Lock-out of the Shippers and/or Receivers' men shall not prevent demurrage, excepting if by their use or reasonable diligence they could have obtained other suitable labour at rates current before the Strike or Lock-out.	320
a) In the event of the loading port being inaccessible by reason of ice when Vessel is ready to proceed from her last port or at any time during the voyage or on Vessel's arrival or in case frost sets in after Vessel's arrival, the Master for fear of being frozen in to at liberty to leave without cargo, and this Charter Party shall be null and void.	254	In case of any delay by reason of the before-mentioned causes, no claim for damages or demurrage shall be made by the Charterers / Receivers of the cargo, or Owners of the Vessel. For the purpose, however, of settling despatch money accounts, any time lost by the Vessel through any of the above causes shall be counted as time used in loading or discharging, as the case may be.	321
b) If during the loading the Master, for fear of Vessel being frozen in, deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to any other port by ports with option of completing cargo for Owners' benefit to any port or ports including port of discharge. Any part cargo thus loaded under this Charter Party to be forwarded to destination at Vessel's expense but against payment of freight, provided that no extra expenses be thereby caused to the Receivers, freight being paid on quantity delivered (in proportion to lumpsum), all other conditions as per Charter Party.	255		322
c) In case of more than one loading port, and if one or more of the ports are closed by ice, the Master or Owners to be at liberty either to load the part cargo at the open port and fill up elsewhere for their own account as under section b) or to declare this Charter Party null and void where Charterers agree to load full cargo at the open port.	256		323
Port of Discharge	257	25. General Average and New Jason Clause	324
a) Should ice prevent Vessel from reaching port of discharge, Receivers shall have the option of keeping Vessel waiting until the reopening of navigation and paying demurrage, or of ordering the Vessel to a safe and immediately accessible port where she can safely discharge without risk of detention by ice. Such orders to be given within 48 hours after Master or Owners have given notice to Charterers of the impossibility of reaching port of destination.	258	General average shall be adjusted according to the York-Antwerp Rules 1994 or any subsequent modification thereof, but where the adjustment is made in accordance with the law and practice of the United States of America, the following Clause shall apply:	325
b) If during discharging the Master for fear of Vessel being frozen in deems it advisable to leave, he has liberty to do so with what cargo he has on board and to proceed to the nearest accessible port where she can safely discharge.	259	In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequences of which, the carrier is not responsible by statute, contract or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made incurred and shall pay salvage and special charges incurred in respect of the goods.	326
c) On delivery of the cargo at such port, all conditions of the Bill of Lading shall apply and Vessel shall receive the same freight as if she had discharged at the original port of destination.	260	If a sailing ship is owned or operated by the carrier, salvage shall be paid for as fully as if the said sailing ship or ships belonged to strangers. Such deposit as the carrier or his Agents may deem sufficient to cover the assumed contribution of the goods and any salvage and special charges thereon shall, if required, be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery.	327
	261	and the Charterers shall procure that all Bills of Lading issued under this Charter Party shall contain the same Clause.	328
	262	26. Both-to-Blame Collision Clause	329
	263	If the liability for any collision in which the Vessel is involved while performing this Charter Party fails to be determined in accordance with the laws of the United States of America, the following Clause shall apply:	330
	264	If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the carrier against all loss or liability to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of or damage to or any claim whatsoever.	331
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of the owners of the said goods, paid or payable by the	381	nominated such a port, the Owners may discharge the cargo	447
other or non-carrying ship or her owners to the owners of	382	at any safe port of their choice (including the port of loading)	448
the said goods and set off, recouped or recovered by the	383	in complete fulfillment of the Charter Party. The Owners shall	449
other or non-carrying ship or her owners as part of their	384	be entitled to recover from the Charterers the extra expenses	450
claim against the carrying ship or carrier.	385	of such discharge and, if the discharge takes place at any	461
The foregoing provisions shall also apply where the	386	port other than the loading port, to resolve the full freight as	462
Owners, Operators or those in charge of any ship or ships	387	though the cargo had been carried to the discharging port	463
or objects other than, or in addition to, the loading ship or	388	and if the extra distance exceeds 100 miles, to additional	464
objects are at fault in respect to a collision or contact	389	freight which shall be the same percentage of the freight	465
and the Charterers shall procure that all Bills of Lading issued	390	contracted for as the percentage which the extra distance	466
under this Charter Party shall contain the same Clause.	391	represents to the distance of the normal and customary	467
	392	route, the Owners having a lien on the cargo for such	468
27. War Risks ("Voywar 1993")	393	expenses and freight.	469
a) For the purpose of this Clause, the words:	394	d) If at any stage of the voyage after the loading of the	470
(i) "Owners" shall include the shipowners, bareboat	395	cargo commences, it appears that, in the reasonable	471
charterers, disponent-owners, managers or other operators	396	judgement of the Master and/or the Owners, the Vessel,	472
who are charged with the management of the Vessel, and	397	her cargo, crew or other persons on board the Vessel may	473
the Master; and	398	be, or are likely to be, exposed to War Risks on any part of	474
(ii) "War Risks" shall include any war (whether actual or	399	the route (including any canal or waterway) which is normally	475
threatened), act of war, civil war, hostilities, revolution,	400	and customarily used in a voyage of this nature contracted	476
rebellion, civil commotion, warfare, operations, the laying of	401	for, and there is another longer route to the discharging	477
mines (whether actual or reported), acts of piracy, acts of	402	port, the Owners shall give notice to the Charterers that	478
fortified, acts of hostility or malicious damage, blockades	403	this route will be taken. In this event the Owners shall be	479
(whether imposed against all vessels or imposed selectively	404	entitled, if the total extra distance exceeds 100 miles, to	480
against vessels of certain flags or ownership, or against	405	additional freight which shall be the same percentage of	481
certain cargoes or crews or otherwise howsoever), by any	406	the freight contracted for as the percentage which the extra	482
person, body, terrorist or political group, or the Government	407	distance represents to the distance of the normal and	483
of any state whatsoever, which, in the reasonable judgement	408	customary route.	484
of the Master and/or the Owners, may be dangerous or are	409	e) The Vessel shall have liberty:-	485
likely to be or to become dangerous to the Vessel, her cargo,	410	(i) to comply with all orders, directions, recommendations	486
crew or other persons on board the Vessel;	411	or advice as to departure, arrival, routes, sailing in convoy,	487
h) If at any time before the Vessel commences loading, it	412	ports of call, stoppages, destinations, discharge of cargo,	488
appears that, in the reasonable judgement of the Master	413	delivery or in any way whatsoever which are given by the	489
and/or the Owners, performance of the Charter Party, or	414	Government of the Nation under whose flag the Vessel sails,	490
any part of it, may expose, or is likely to expose, the Vessel,	415	or other Government to whose laws the Owners are subject,	491
her cargo, crew or other persons on board the Vessel to	416	or any other Government which so requires, or any body or	492
War Risks, the Owners may give notice to the Charterers	417	group acting with the power to compel compliance with their	493
cancelling this Charter Party, or may refuse to perform such	418	orders or directions;	494
part of it as may expose, or may be likely to expose, the	419	(ii) to comply with the orders, directions or recommen-	495
Vessel, her cargo, crew or other persons on board the Vessel	420	dations of any war risks underwriters who have the	496
to War Risks; provided always that if this Charter Party	421	authority to give the same under the terms of the war risks	497
provides that loading or discharging is to take place within a	422	insurance;	498
range of ports, and at the port or ports nominated by the	423	(iii) to comply with the terms of any resolution of the Security	499
Charterers the Vessel, her cargo, crew, or other persons	424	Council of the United Nations, any directives of the European	500
onboard the Vessel may be exposed, or may be likely to be	425	Community, the effective orders of any other Supranational	501
exposed, to War Risks, the Owners shall first require the	426	body which has the right to issue and give the same, and	502
Charterers to nominate any other safe port which lies within	427	with national laws aimed at enforcing the same to which	503
the range for loading or discharging, and may only cancel	428	the Owners are subject, and to obey the orders and	504
this Charter Party if the Charterers shall not have nominated	429	directions of those who are charged with their enforcement;	505
such safe port or ports within 48 hours of receipt of notice of	430	(iv) to discharge at any other port any cargo or part thereof	506
such requirement.	431	which may render the Vessel liable to confiscation as a	507
c) The Owners shall not be required to continue to load	432	contraband carrier.	508
cargo for any voyage, or to sign Bills of Lading for any port	433	(v) to call at any other port to change the crew or any part	509
or place, or to proceed or continue on any voyage, or on	434	thereof or other persons on board the Vessel when there is	510
any part thereof, or to proceed through any canal or	435	reason to believe that they may be subject to internment,	511
waterway, or to proceed to or remain at any port or place	436	imprisonment or other sanctions;	512
whatsoever, where it appears, either after the loading of	437	(vi) where cargo has not been loaded or has been	513
the cargo commences, or at any stage of the voyage	438	discharged by the Owners under any provision of this	514
hereafter before the discharge of the cargo is completed,	439	Clause, to load other cargo for the Owners' own benefit	515
that, in the reasonable judgement of the Master and/or the	440	and carry it to any other port or ports whatsoever, whether	516
Owners, the Vessel, her cargo (or any part thereof), crew	441	backwards or forwards or in a contrary direction to the	517
or other persons on board the Vessel (or any one or more	442	ordinary or customary route.	518
of them) may be, or are likely to be, exposed to War Risks	443	b) If in compliance with any of the provisions of sub-clauses	519
if it should so appear, the Owners may by notice request	444	b) to c) of this Clause anything is done or not done, such	520
the Charterers to nominate a safe port for the discharge of	445	shall not be deemed to be a deviation, but shall be	521
the cargo or any part thereof; and if within 48 hours of the	446	considered as due fulfilment of the Charter Party.	522
receipt of such notice, the Charterers shall not have			

MV HONG PROSPERITY/SUNDERSONS CP DD 08TH AUGUST 2007

Clause 30

M/V HONG PROSPERITY

Ex name : National Pride
 Type : Multi-purpose Cargo Ship
 Port of Registry : KINGSTOWN
 Class : American Bureau of Shipping
 Year Built : March 1981
 Builder : Hitachi Shipbuilding and Engineering
 Co. Japan
 Call Sign : VRNC5
 Inmarsat-C ID No. : 447760410
 Sat. com. phone : 762960165
 Sat. com. fax : 762960166
 DWT Summer : 19,409.00 mt
 Gross Tonnage (GT) : 13,228.00
 Net Tonnage (NT) : 7,529.00
 Suez GRT : 14,149.19
 Suez NRT : 11,118.15
 Panama GRT : 14,902
 Panama NRT : 11,986
 LOA : 163.06 m
 DP : 152.00 m
 Breadth, mid : 23.10 m
 Depth, mid : 14.10 m
 Draft summer : 9.921 m

Speed about 14.5 knots on 26.5 IFO 380 CST + 2.0 mt MDO
 Speed consumption is based on clean and smooth bottom, even keel,
 deep and currentless water with sea temperature of max. 28 degrees
 Celsius, wind max. Beaufort 3.

Port Consumption :
 Idle : C about 1.0 mt IFO 380 CST + about 1.5 mt MDO
 Working 24 hours : C about 1.0 mt IFO 380 CST + about 2.5 mt MDO

IFO Tank Capacity : 1,793 M3 @ 100% full
 MDO Tank capacity : 261 M3 @ 100% full
 Fuel Grade/Spec : IFO380CST, RMG35, ISO8217, 1996
 : MDO, DMB, ISO8217, 1996

HOLD DIMENSIONS (in meter)

	Length	Width (fwd)	Width (aft)	Depth	Depth (hatchway)
Cargo Hold # 1:					
(bulkhead)					
LH	19.0	5.6	15.6	5.4	6.0
TD	19.0	7.0	19.7	5.4	4.0

	Length	Width (fwd)	Width (aft)	Depth	Depth (hatchway)
Cargo Hold # 2:					
(bulkhead)					
LH	24.0	13.4	22.0	8.0	8.2
TD	24.0	20.0	22.6	5.4	4.0

	Length	Width (fwd)	Width (aft)	Depth	Depth (hatchway)
Cargo Hold # 3:					
(bulkhead)					
LH	24.8	18.6	18.6	8.0	8.2
TD	24.8	22.6	22.6	5.4	4.0

	Length	Width	Width	Depth	Depth
Cargo Hold # 4:					

MY HONG PROSPERITY/SUNDERSONS CP DD 08TH AUGUST 2007

		(fwd)	(aft)	(hatchway)
(bulkhead)				
LH	24.0	18.6	10.6	8.0
TD	24.0	22.6	22.6	5.4

Cargo Hold # 5:

	Length	Width	Width	Depth	Depth
		(fwd)	(aft)		(hatchway)
(bulkhead)					
LH	17.4	19.6	12.4	8.0	8.2
TD	17.4	22.6	22.2	5.4	8.0

(Note: the TD bulkhead height is applicable to the wings only. The height fwd and aft of the tweendeck opening is restricted by the tweendeck hatch cover stoppers)

Number of Decks : 2

Number of Holds : 5

Number of Hatches : 9

Hold # 1- Single Hatch, Tweendecker

Hold # 2 to 5 "C" Twin Hatches, Tweendecker

Hold # 4 "C" Has longitudinal bulkhead on lower hold

Tweendecker

Hold # 1, 2, 3 & 5 lower holds have supporting pillars amidships

CUBIC CAPACITY:

Total (Grain) : 28,727.00 cu.m

(Bale) : 27,470.00 cu.m

Cubic capacity each hold (2nd deck hatch cover closed)

		Grain	Bale
LH # 1		1,153	1,345 cu.m
LH # 2	4,486	4,239 cu.m	
LH # 3	3,970	3,921 cu.m	
LH # 4	3,837	3,785 cu.m	
LH # 5	3,122	2,957 cu.m	
TD # 1	1,462	1,358 cu.m	
TD # 2	2,730	2,610 cu.m	
TD # 3	2,838	2,703 cu.m	
TD # 4	2,778	2,653 cu.m	
TD # 5	2,001	1,899 cu.m	

Cubic capacity each hold (2nd deck hatch cover opened)

		Grain	Bale
HOLD # 1		2,697 cu.m	--
HOLD # 2	6,884 cu.m	--	--
HOLD # 3	6,482 cu.m	--	--
HOLD # 4	6,335 cu.m	--	--
HOLD # 5	4,870 cu.m	--	--

If loading grain in lower holds and tween decks, tween deck covers to be opened with shifting board fitted.

CONTAINER CAPACITY
(Nominal Intake):

210 teu Deck

210 1A d20s

or

50 Ad20s (Fixed) + 60 1A d40s

- or combination

No containers are allowed in

Holds